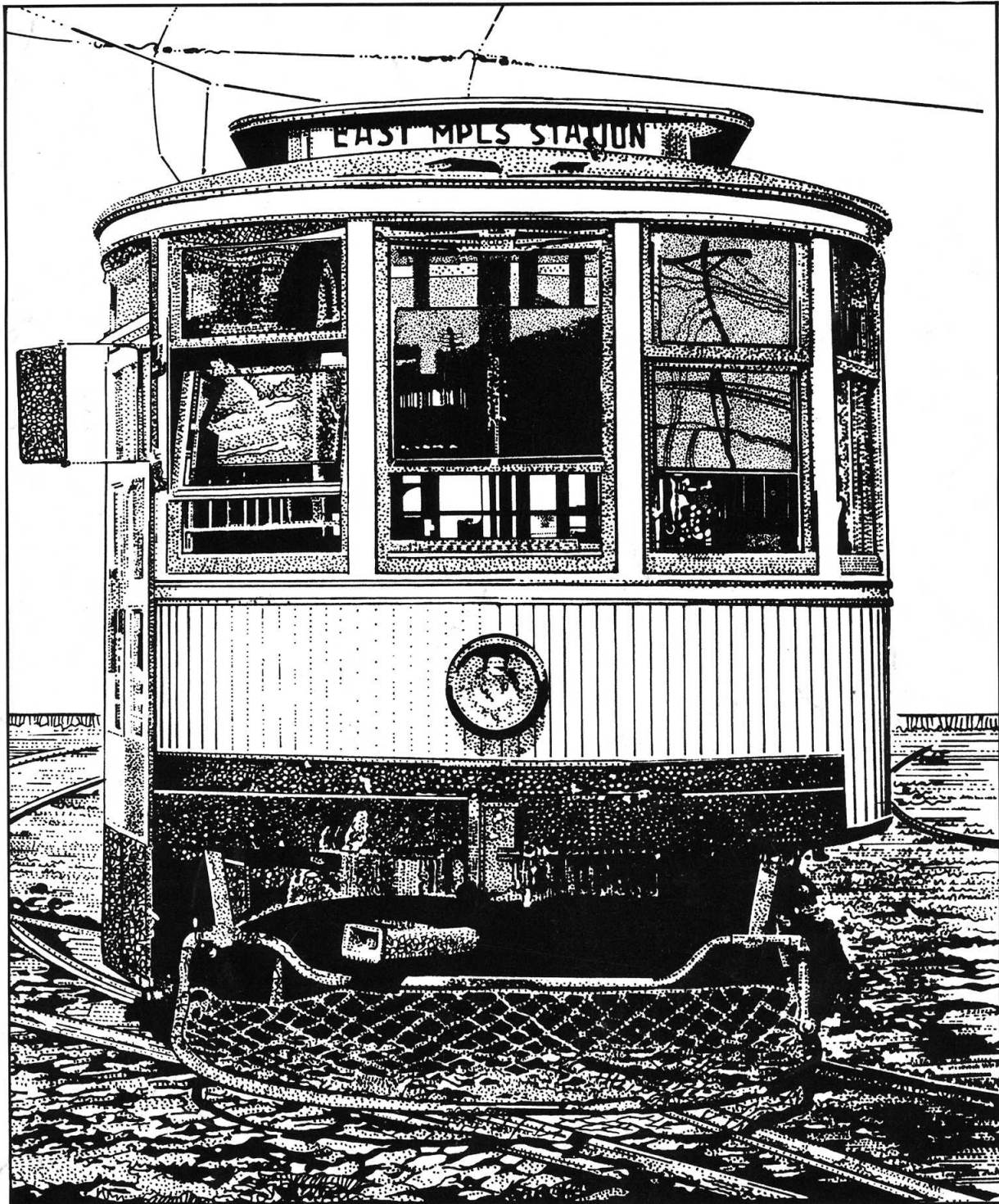


Minnesota Transportation Museum

MINNEGAZETTE

Summer 1992





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Norton & Teek Photo
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Official Publication of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

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SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to acquire, preserve, restore and operate historic Minnesota public transportation artifacts. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Stillwater & St. Paul Railroad in Stillwater and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

Public Information
(612) 228-0263

Member Information Line
(612) 228-9412

MUSEUM OFFICERS

Chairman	John Diers
Vice-Chairman	Art Nettis
Secretary	Aaron Isaacs
Treasurer	Louis Hoffman
Director	Tom Mega
Directors at Large	Art Pew
	Tom Kolar
	Leo Meloche

**THANK YOU FOR
YOUR GENEROSITY**

-To Gene Turja for donating streetcar parts.

-To the Onan Family Foundation for its grants of \$2500 to the Traction Fund and \$7500 to the Steamboat Fund.

-To Loren Martin for his donation of a streetcar boat upper deck bench.

-To Mrs. Harvey McKay for her donation of two streetcar boat upper deck benches.

-To Harold Dalland, Louis Hoffman, George Isaacs, Aaron Isaacs and Paul Joyce for their donations of used railroad books, photos and other memorabilia for resale by MTM at flea markets.

-To Peggy Kvam, for her donation of a Macintosh computer and hard drive (and thanks to Jeff Haviland for suggesting MTM).

**CORRECTIONS
AND NEW INFO**

The location of the mystery streetcar photo on page 8 of the Spring 92 issue has stumped everyone to date, but there is a theory. John DeWitt has established that the family lived in north Minneapolis. John Diers believes the location is the Camden loop.

Steve Legler points out that the bus on page 26 is a Mack, not a White.

Depot detective Hudson Leighton has confirmed that obscure depot Weichselbaum on page 26 was indeed located on the south side of Lake Marion west of Lakeville. It was named for the resort's owner.

**MEETING / ANNUAL
PICNIC NOTICE**

The next membership meeting will be held at the Como-Harriet car barn on Sunday, August 16th at 10:30 AM. The annual picnic will follow from 12:30 - 4:30 PM.

TREASURE HUNT

We'd like to hear from anyone who can donate any of the following:

-A hydraulic press for moving and installing wheel bearings and bushings.

-Large bench vices.

-A plasma arc cutter.

-Caboose-type chemical toilets for the lightweight cars.

-Old railroad books, magazines and collectables for sale at railroad flea markets.

-Tuneups for MTM's various automotive equipment.

-Any streetcar boat hardware or furnishings.

-Tarps or plastic sheeting to cover the rolling stock at the arsenal.

-A laser printer for the Editor.

-Sandblasting of railroad equipment.

-Engine oil, batteries and coolant for our diesels.

-Pre 1970 train and trolley photos for the *Minnegazette*.

-Sheet metal and plywood for the PCC restoration.

Contact the Editor or any Board member if you can help.

OBITUARIES

Charles Eichhorn passed away at age 69. A retired Railway Mail Service employee, he was extremely active in the operation of the Railway Post Office displays in car #1102 at Stillwater. Photos from his collection appeared in the *Minnegazette*. He was also a prolific writer and Civil War buff.

Eugene Whitacre passed away in May at age 68. A member since 1983, he was a great lover of steam. Through his industrial supply company, R.B. Whitacre Co., Inc., he generously supplied MTM with free components for locomotive #328. Besides trains, his main interests were his family and music. A family member of MTM, he is survived by his wife Pat.

Front Cover - The *Minnegazette* commissioned this pen and ink drawing by artist Bob Lemm, who previously had drawn only steam locomotives and airplanes. Lemm starts with a photograph, and re-draws every line and dot. This permits him to alter the way light is reflected, and to change details, resulting in a more dramatic image. He sells his prints at art fairs and rail flea markets, and soon at the Linden Hills depot.

Inside Front Cover - Ugly and unloved, the Washington Avenue viaduct endured. Trucks regularly got wedged after misjudging its low clearances. The center section was finally closed after one too many head-on collisions. It lasted until the final trackage was removed from the west side milling district in the 1980's.

Norton & Peel photo, Minnesota Historical Society collection.

CHAIRMAN'S COLUMN

-John Diers

PCC to MTC

Last month MTM's "newest" streetcar came closer to home rails. After weeks of planning and preparation, PCC #322 is finally resting on temporary track at MTC's main shops. In about 24 months, and after careful rehabilitation, it will move again, this time to Lake Harriet for its debut as MTM's fourth operating streetcar.

Its odyssey actually began in 1953 when it and 20 sister cars were sold to Newark, NJ. After 20 plus years in the Newark subway, it was sold to the Cleveland RTA, where it ran on the Shaker Heights Rapid Transit. The arrival of the new Breda LRVs put the Cleveland PCC fleet into moth-balls. MTM acquired #322 along with #416 in 1990 and moved both of them to storage at Jackson Street. The rest of the ex-TCRT cars were purchased by Buffalo about 6 months later. The plan is to rebuild them and run them on a future LRT line.

The Museum needed a place to do the restoration and approached the MTC about making space available at its Overhaul Shop in St. Paul. Thanks to MTC Chairman Todd Paulson and Chief Administrator Mike Christenson, an agreement was reached allowing the Museum to use about 1400 square feet.

The next challenge was to move one of the cars to the Cleveland Avenue shops. #322 was selected for the restoration. It seemed to be in better condition and would require less work. The other car will be left at Jackson Street to await future restoration or serve as a parts source.

MTM Master Mechanic George Isaacs started pulling together all the details: Special track would have to be fabricated and put in place to support the car while it was undergoing rehabilitation. Careful measurements had to be taken inside MTC's shop building to assure that there were sufficient clearances. Finally, a mover with the necessary special trailer was located and a date set for the move.

That was last October. Then came the big snowstorm which buried the Twin Cities as well as all plans for moving the PCC. The project would have to wait until spring.

On April 28 the day finally arrived. George Isaacs, Roy Harvey, Ray Bowlan, Bob Schumacher, Loren Martin, and John Kennedy appeared at Jackson Street and, with help from Shorty's towing, #322 made a successful promenade down University Avenue to the MTC. Things went well, except for a very tight squeeze getting the car through the main door of the shop building.

Restoration on the car will start in July with work sessions scheduled for Saturdays. Volunteers are needed and welcomed. Give George Isaacs a call and lend a hand.

Osceola Inches Closer

The Osceola and St. Croix Valley Railway has yet to turn a wheel. MTM and the Osceola Historical Society, which is acquiring the Osceola depot from the Wisconsin Central, are still negotiating with the WC. Hopes were high for a July 4 startup. However, that possibility has slipped by.

There is cause for optimism, however. On June 23 I met with Wisconsin Central President Ed Burkhardt. During a very cordial conversation, Mr. Burkhardt said that he is in favor of the project. As a regular Minnegaszette reader, he is familiar with MTM and made a number of complimentary statements about the museum. He noted that we have a good reputation in the industry as a serious organization that runs a high

quality operation. It made me feel good to know that all of our members' hard work and high standards are paying off. He also said that he is not impressed by complaints from the sort of people who caused such problems in Stillwater. As a professional rail-roader, he hears that sort of thing all the time.

Burkhardt explained that the delay in meeting with MTM to discuss a trackage rights agreement was caused by having too much else to do. He is in the middle of trying to buy the Green Bay & Western and the Fox River Valley railroads. I visited him the day before the national rail strike. The WC staff is small, and he explained that everyone has been working an ungodly number of hours for months. There has simply been no staff time to review operational details, or to train MTM crews on WC operating rules.

At this point I expected him to ask for a delay until 1993. I emphasized that while MTM would like to run in Osceola sometime this year, we are in this for the long term, and the end result is more important than the starting date. To my surprise, he offered to meet with us in the Twin Cities sometime in July. Under the circumstances, I took this as a very favorable sign.

A word to museum members—please be patient. I am very hopeful that we will find a home at Osceola, later this year.

Meanwhile, MTM and the Osceola Historical Society continue efforts to



A Minnesota Transfer train of tank cars prepares to leave Standard Oil's Twin Cities Terminal tank farm in Roseville, then Rose Township, about 1950. Norm Podas photo. Hill Library collection.



It doesn't look possible from this angle, but #322 did squeeze through the door—barely. John Diers photo.

build support for the railroad operation. A public meeting was held in Osceola in April and was well attended. The Osceola business community and the Village Council have endorsed the project and have sent letters of support to Burkhardt. Dozens of individuals in Osceola have written the WC stating their support. A public meeting at the Marine City Council on June 23 was generally positive.

Opposition to the project has been mixed. Two individuals in Osceola have spoken against the railroad, expressing concerns about noise and the additional traffic from visitors. There is a small pocket of opposition at copas. Some of our old adversaries from Washington County have contacted these people and are apparently doing their best to derail the project by spreading disinformation about the Museum.

Special thanks are due Vickie Jensen of the Osceola Historical Society. She and others in Osceola, including MTM member Perry Carlson, have worked very hard on this project. Thanks also to Mark Balay of Stillwater who pulled together all the details for saving the Bayport depot and moving it to Osceola last month.

Hopefully, the next issue of the Minnegazette will report on a successful Osceola startup.

BOARD OF DIRECTORS

March 1992

- Authorized the Chairman to enter into a new agreement with the Minnesota Zephyr for track maintenance and security against future property tax payments.

April 1992

- Approved the draft of an agreement with the Great Northern Railway Historical Society covering ownership and restoration of St. Paul & Pacific coach #25.

May 1992

- Approved the Railroad and Traction budgets for the revised fiscal year of July 1, 1992 to June 30, 1993.

- Appointed a committee to review the job description and requirements for the Jackson Street building manager.

NOTES

Just as this issue was in production, the Lake Superior Museum of Transportation announced the long-awaited inaugural run of Duluth & Northern Minnesota 2-8-2 #14. The Duluth-Two Harbors round trip was scheduled for July 11. The restoration of the 1913 Baldwin took four years. The Fall Minnegazette will cover the story in greater detail.

The Nov.-Dec. 1986 issue contained a photograph of "the last double slip switches in Minnesota". Alas, they are

now gone. A recent visit to the Milwaukee Road at 35th and Hiawatha revealed that they had been replaced by a simpler configuration of regular switches.

When the Minnesota Historical Society's magnificent new building opens, visitors will find a completely restored Soo Line 40-foot steel boxcar inside. The tuscan red cars with the big white letters bracketing the door were familiar to generations of Minnesotans.

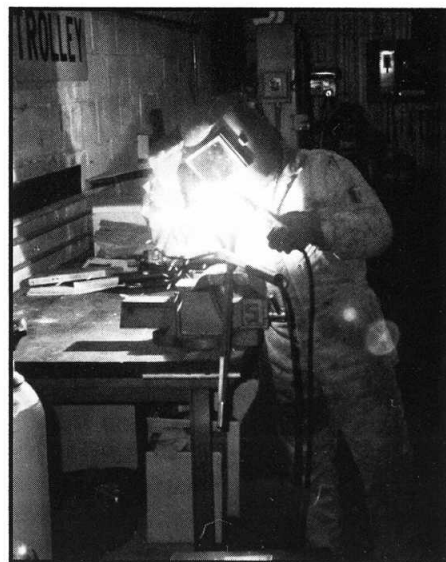
TRACTION REPORT

-Louis Hoffman

Linden Hills Festival a Success

Despite threatening skies, mechanical problems and illness, the third annual streetcar/bus operation for the Linden Hills Festival was a success. 1941 Mack bus #630 was sidelined with hydraulic problems and Superintendent of Motor Bus Operations Fred Beamish suffered a gall stone attack.

Al Jensen filled in for Fred. GMC bus #1399 performed well and the rains never came. MTM's travelling display was set up at Linden Hills



Larry Dunwoody of the Onan Co. has done much free welding for CHSL, including building up worn rail ends and welding rail bonds. This spring he worked on a spike driver attachment for the hand-held electric tamper. George Isaacs photo.



Bus #1399, sporting an accurate Route 6B destination sign, revisits one of its old bus stops at 43rd and Upton during the Linden Hills Festival. Note also the restored GMC nameplate, which was missing for several years. John Diers photo.

park and staffed by Karl Jones, Jean Villardson and Hilmar Wagner.

Streetcar ridership for the week-end was up, from 801 in 1991 to 1244 this year. Bus ridership was well over 800.

Thanks to Council Member Carol Johnson, the Minneapolis Traffic Engineering staff and Dick Loeffler for planning and signing the bus route. Thanks again to Mike Miller and the Linden Hills Neighborhood Council and Business Association for paying half the bus insurance.

Welcome New Operators

1992 saw 13 persons sign up for operator training. As of June 6, six were certified as operators. They are: Debbie Beers, Steve Collin, Joane Gensler, Mike Mayer, Mike Miller and Kirk Hodgdon. Steve Edelman, Fred Keller, John Allison and Connie Hill have progressed to revenue service training. The other trainees are Bill Herzog, Jean Inselman and Becky Kirchner. Welcome to all of you.

Scheduled Maintenance Plan in Place

The CHSL scheduled maintenance plan is in place. It provides for three types of inspection: annual, 40 hours/monthly and daily. The first two are performed

George Isaacs shims the custom built track section prior to winching the PCC onto the flatbed at Jackson Street. John Diers photo.

by the Mechanical Dept., while crew foremen will handle the daily inspections at the start of the shift. All will be recorded on forms and kept in notebooks, so there will be a permanent record of what was done when and by whom.



Thanks to Walt Strobel, George Isaacs, Karl Jones, Bill Cordes, Neil Howes and Ron Middlestaedt for their work.

PCC Project Underway

Now that #322 is at the Overhaul Base we need money, materials and labor. Donations should be sent to: MTM PCC Fund, 4707 Lyndale Ave. N., Minneapolis MN 55430. As usual all donations are tax deductible. There are premiums too. Donors of \$25 or more receive a 1950 TCRT rulebook. Donors of \$50 or more receive a TCRT wooden destination or "ENTRANCE/EXIT ONLY" sign. Specify which premium you prefer with your donation.

If you can donate labor or materials, please contact George Isaacs at 484-7512 or John Diers at 929-5699. Work sessions at the Overhaul base will be Saturday mornings. It's located at 515 N. Cleveland Ave. in St. Paul, across the street from the Minnesota

Commercial roundhouse. Take I-94 to the Cretin exit, head north to the first street (Wabash) and take a right to Cleveland.

What's New at the Linden Hills Depot?

The Linden Hills station platform had been in bad shape for several years. The historic pink concrete dating from TCRT days was badly cracked. The bricks laid several years ago had become wavy and uneven.

First the bricks were removed, along with most of the old concrete. The new concrete, extending to within six feet of the rail, parallels the curve of the passing track. The brick has been relaid between the concrete and the rail. Because the bricks are removable, they will allow easy access to the ties for trackwork.

Thanks to LaMere Masonry & Concrete for their work. George Isaacs oversaw the job. Roy Harvey and Ray Bowlan laid the brick.

A new garden has been planted on the formerly bare slope by the depot's south wall. It features types of plants and flowers that would have been typical of the turn of the century. Mona Isaacs headed up the landscaping, assisted by Aaron Isaacs, George Isaacs and Keith Anderson. The Park Board donated the black dirt from a pile next to the tracks at their Lake Calhoun maintenance building. It was transported to the depot by the speeder "unit train".

Meanwhile, inside the depot, Mike Buck has done a tremendous job on the 1992 displays. Most of the photos and artifacts are new this year. The cases are crammed. A person could easily spend an hour absorbing the rich detail of the displays. New this year are ten "O" gauge models from Bill Olsen. They represent every basic type of TCRT streetcar, plus a St. Paul cable car, a crane car and a St. Paul Southern interurban and work car.

To give our passengers a "hands on" experience, a restored controller stands in the corner under the video monitor. A farebox sits on a stand in the middle of the floor. Both attract many inquisitive kids. Illuminated destination signs have been built into the tops of the display cabinets along the east wall.

There is an old fashioned wood bench built by master woodworker **Bob Dumas**. A beautifully restored antique clock has been installed courtesy of **Roy Harvey**. Finally, an extension has been added to the depot agent's display case, to relieve the problem of too little storage space for concessions.

There is new merchandise as well. Como-Harriet sweatshirts sell for \$16.50, and new CHSL baseball-style caps go for \$7.00. Steamboat Division streetcar boat enamel pins sell for \$3.50. If you can't stop in at the depot, items can be mail ordered from MTM, P.O.Box 1796 Pioneer Station, St. Paul MN 55101. Add \$2.00 for postage and handling.

#78 Stove Installation Close

As this is written, #78's stove is at the car barn awaiting installation. Beautifully restored, it is a working pot-bellied stove encased in a highly ornamental cast iron housing.

The stove was acquired from **Erickson's Antique Stoves** of Littleton, MA. They saw the MTM ad in the newsletter of the Antique Stove Society.

Time to Build Another Car barn

With the restoration of PCC #322 underway, a place to house her at Lake Harriet is needed. **George Isaacs** has identified several possible sites and **Gary Neunsinger** will survey them. We hope to discuss them with the City, the Park Board and the

Linden Hills Neighborhood Council this fall, and receive all necessary approvals by early 1993.

Carbarns, of course, cost money. Can you help? Initial estimates for a two-car building run from \$40,000 to \$60,000. Send your donations to MTM Carbarn Fund, 4707 Lyndale Ave. N., Minneapolis MN 55430. Donors of \$100 or more will be recognized on a plaque in the building.

The Cromwell Trolley Cafe

On Feb. 7th, **Loren Martin** and **Karl Jones** travelled to Cromwell, MN, near Carlton, to retrieve parts from the Trolley Cafe that had been demolished in late 1991. The cafe was made from two ex-Duluth streetcars that were retired in 1931. #156 and 162 were built at TCRT's 31st Street Shops in 1900. They were class B3, the first of the TCRT standard designs. Owner **Gene Turja** donated the following parts:

Rear sliding doors, with hardware, rear bulkhead sections with windows, 2-piece overhead bulkhead sections, side windows and roof windows with some hardware.

TCRT car designs evolved and changed quickly between 1900 and 1920. MTM's #1300, 265 and 1239 are class I1, L8 and H6 respectively. Few of the B3 parts are interchangeable, with the possible exceptions of the brass hardware and roof windows.



The Trolley Cafe in Cromwell, MN in 1984. Loren Martin photo.

MINNEHAHA DEPOT REPORT

-Corbin Kidder

The Minnesota Historical Society has allocated about \$2000 this year for improvements and repairs. Their 1993 budget includes platform brickwork, retaining wall work and electric improvements. They plan to paint the interior and resurface the floor this summer, so all of the spare telegraph equipment has been temporarily removed.

Bernie Braun has completed work on the box that protects the station train order signal. The old box was badly rotted. It has been installed.

The depot is open each Sunday afternoon from Noon until 4 PM. We are very short of depot agents. Interested volunteers should call me at 227-5171.

RAILROAD REPORT

-Dick Fish

Editor's note: I asked Coach Foreman Dick Fish to assess the condition of MTM's passenger fleet, and to say some nice things about the volunteers who do so much of the work at Jackson Street.

Active Service Cars

The active fleet has seen a lot of use over the past several years, but not much maintenance beyond the basic mechanical work required by the FRA. With the exception of NP #1102, they all need repainting and much cosmetic work inside. As anyone who has ridden them can attest, they look pretty tired.

As a rule the lightweight coaches with their sealed windows, generators and air conditioning take a lot more maintenance than the open windowed cars. Because we don't usually run in cold weather, the steam heating equipment is never used and isn't maintained.

GN lightweight coach #1213: The best of the lightweights, #1213 will be ready for service by the time you read this. It needed some windows resealed, the paint touched up and brake work. The generator quit in late October 1991. A fuel filter assembly was changed out and the



Richard Kasseth and Dick Fish during an inspection trip to the New Brighton arsenal. Benn Coifman photo.

unit is running again. The car's brakes were sticking, so the brake head bushings have been replaced.

C& NW/GN lightweight coach #1096:

#1096 and 1097 both have been leaking where the roof meets the letter board. To divert the water and eliminate the problem, sheet metal is being installed over the joint. #1213 received this years ago. #1096 suffered an ice engine failure, and repairs are still underway at this writing. The paint needs touching up.

C&NW/GN lightweight coach #1097:

#1097 has had six windows resealed, to counter the effect of the leaks. There has also been some touchup painting and body work where some old bondo has worked loose. Some truck and wheel work is needed. It should be available by the end of summer.

NP triple combine #1102: The generator is out of service, but the car can be used as is. Some door work is needed.



Morten Jorgensen jacks up the Bayport depot at its new storage site near Osceola as Dave Redding, Andy Walseth and the trusty MTM flatbed International look on. Benn Coifman photo.

Rock Island coach #2604: This car needs a lot of work, including wheel trueing, new brake rigging pins/bushings, new windows to replace the foggy lexan, new upholstery and interior paint. Both Rock cars are unlettered and need diaphragms to improve safety when crossing between cars.

Rock Island coach #2608: Needs cosmetic work, including new upholstery on some seats. Otherwise can be used as is.

GN office car #A-11: Needs interior refurbishing, including new chairs, interior paint, wood refinishing and general cleanup. Roof needs repainting.

Cars in Arsenal Storage

A couple of cars have been tarped, but otherwise the arsenal fleet has been deteriorating in the open air for years. The potential closing of the arsenal, perhaps in five years, is about to force some hard decisions. Should cars be moved to Jackson Street (hopefully for restoration), sold to someone who can restore them or scrapped?

Rock Island coach #2529: Identical to #2604 and 2608, this car had one end damaged in a collision when being delivered by the railroad. It needs major coupler pocket rebuilding on the damaged end, plus body work. Its good seats and windows have been used in the other two cars, so extensive work is needed in these areas. If MTM can ever get \$10,000 together, it would make sense to send this car out to a commercial shop. Once fixed, the Rock cars are low maintenance and hold up to 100 passengers.

GN parlor car #1084 Twin Ports: This car was stripped and the exterior primed during an unfinished restoration attempt around 1980. It needs body work, especially to prevent further moisture damage, a/c mechanical work, and of course a complete new interior.

NP heavyweight coach #1370: This car is a basket case due to a leaky roof. It needs to be completely stripped and rebuilt, similar to the job the Napa Valley Wine Train did on eight similar ex-NP cars.

C&NW Baggage/RPO #8676: Condition not reviewed at this time.

Chicago Burlington & Quincy

lightweight coach #598 (in NP colors as part of North Coast Ltd. equipment pool): Generally in good shape. Needs side sheet metal work and replace a couple of broken windows.

DM&IR heavyweight coach #30: Stripped for work train service, it needs a new interior including wood trim, windows, seats and electrical wiring and fixtures. Also needs three new wheel sets and new couplers.

Soo Line heavyweight diner #1472: Stripped for work train service, it needs a lot of work, but what is there is generally in solid condition.

Also at the arsenal are three Soo Line wooden passenger cars from work train service. They were acquired for static display at Jackson Street. Other non-passenger equipment includes NP wood caboose #1631, in good operating condition, six ex-BN 40-foot steel boxcars used for storage, three flat cars, a gondola car, an ex-GN heater car converted from an FB unit, two cranes and two 4000-class Chicago L cars.

The Jackson Street Regulars

It takes a lot of work to restore and repair MTM's rail rolling stock. While plenty of members offer to run the trains, few volunteer to fix them. Those that do seldom get the recognition they deserve. The following people show up almost every week.

Tony Becker spends many a weekday at Jackson Street, plus the regular Wednesday and Saturday work sessions. He handles the MTM

answering machines, is doing body work and painting on GN #1096, and has been working on diesel #105 at Stillwater this winter. Tony frequently moves equipment to where it is needed, such as returning the coal loader from Stillwater. He keeps the office clean, down to changing the towels and toilet paper.

Richard Kasseth is Mr. Jackson Street. In his quiet style he works on everything, almost never missing a work session. He takes on the ungla-morous but necessary projects such as organizing tools, supplies and parts. He makes sure the property remains in shape.

Larry Schulte is always available when needed. As Diesel Foreman he has spent many hours with diesels #101, 102 and 105.

Keith Skeivik works on #328 and NSP 44-tonner #5, plus #102 at Stillwater.

Ward Gilkerson has concentrated on #328, and has done considerable coach work in the past.

Steve Collin has helped with various passenger car projects, including battery charging.

Benn Coifman has worked on #328 and the passenger cars.

Dave Redding has been a very energetic worker on the passenger cars.

Mark Dullinger has been working on locomotive #101, and helps out wherever else he is needed.

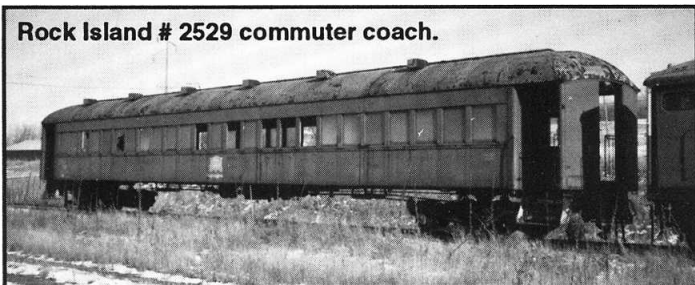


Dave Redding (l) and Nick Modders minister to diesel #102 at Countryside. Benn Coifman photo.

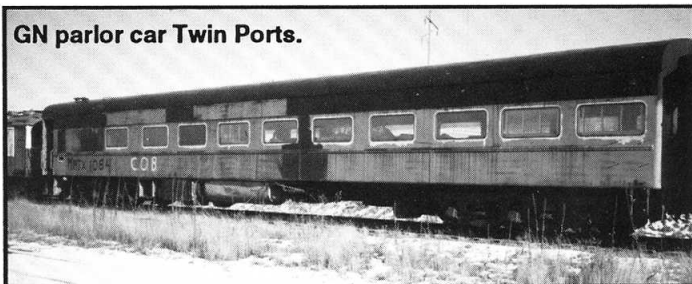
AN ARSENAL PHOTOROSTER

Few MTMer's ever get to see the phantom roster of deteriorating equipment that languishes at the Arden Hills Arsenal. Chances are the arsenal will be closed in five years. What will become of this rolling stock? Several boxcars, water tenders and flatcars not shown for lack of space. Aaron Isaacs and Nick Modders photos.

Rock Island # 2529 commuter coach.



GN parlor car Twin Ports.



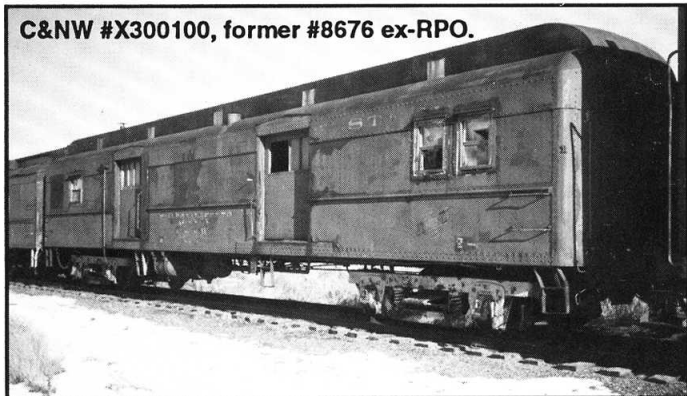
NP caboose #1631, Soo Line boxcars # 134216 and X562.



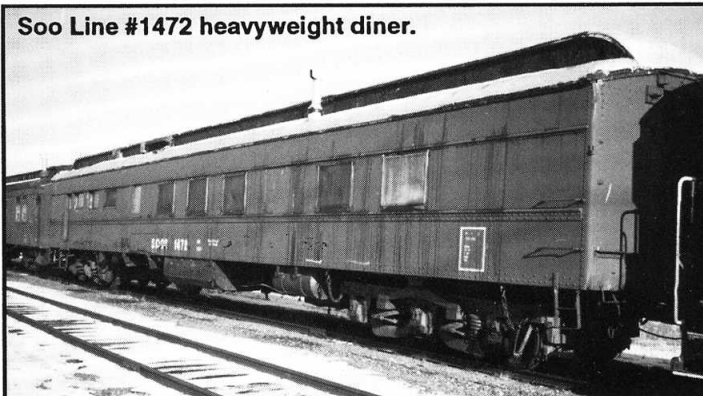
BN gondola #558049.



C&NW #X300100, former #8676 ex-RPO.



Soo Line #1472 heavyweight diner.



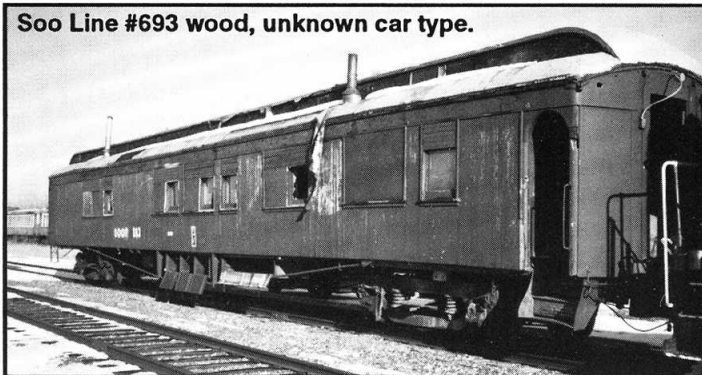
DM&IR #W30 heavyweight ex-coach.



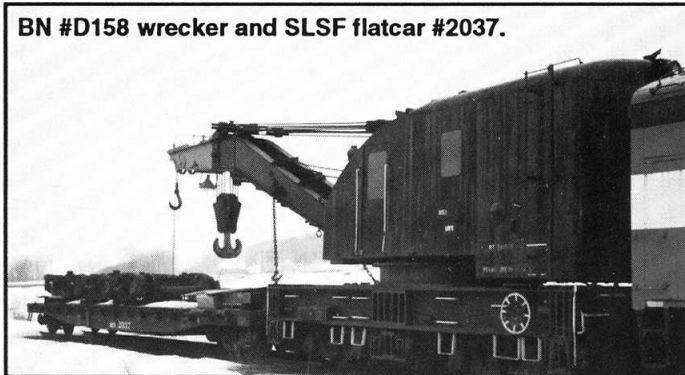
Soo Line #725 wood ex-sleeper.



Soo Line #693 wood, unknown car type.



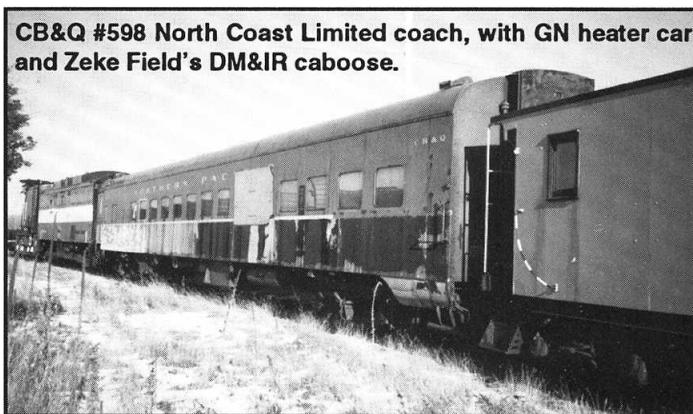
BN #D158 wrecker and SLSF flatcar #2037.



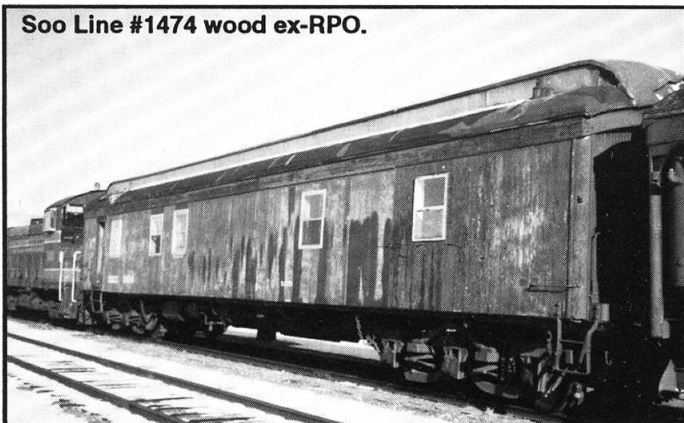
DEFX crane #898 and BN flatcar #605689.



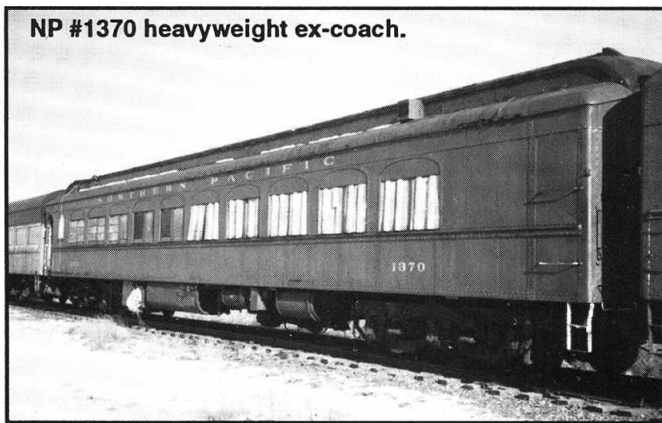
CB&Q #598 North Coast Limited coach, with GN heater car and Zeke Field's DM&IR caboose.



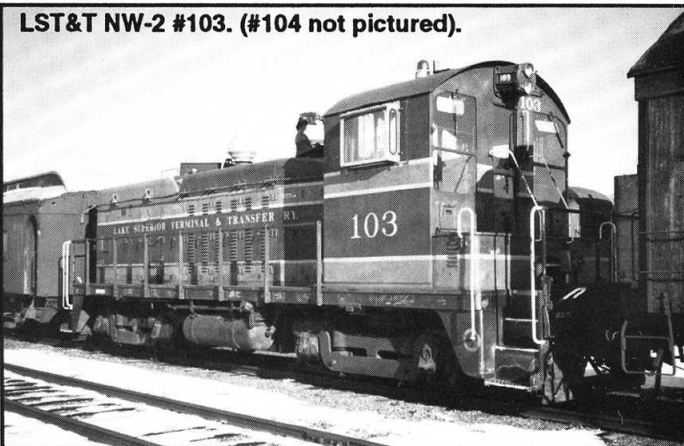
Soo Line #1474 wood ex-RPO.



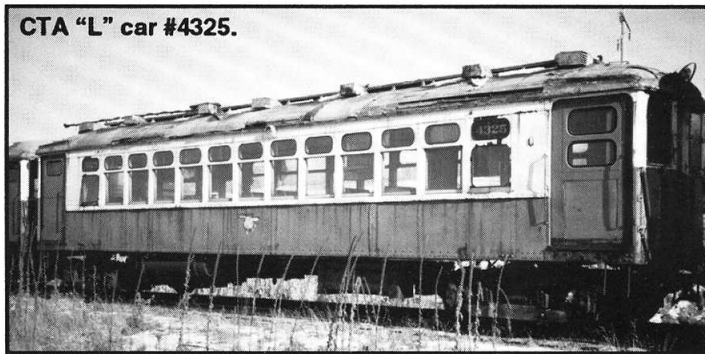
NP #1370 heavyweight ex-coach.



LST&T NW-2 #103. (#104 not pictured).



CTA "L" car #4325.





The Osceola Committee met at CHSL. L to R are Burt Foster, Nick Modders, Marcia Diers, Steve Stocker, John Diers, Louis Hoffman (holding Osceola & St. Croix Valley RR logo), Mark Balay, Vicki Jensen, Morten Jorgensen and Perry Carlson. Eric Tofte photo.

Paul Dalleska is a regular worker on passenger cars, installing brake hose hangers on #1097 and the fuel filter assembly on #1213.

Ed Lee co-owns a metal fabricating business. He has donated his time and materials to make metal parts for passenger cars and does excellent work.

George Bergh is new this spring and has helped wherever needed, currently on the #1096 ice engine.

Dan Fortin has been working on passenger car windows and painting the interior of #1096.

Mike Hauser has done welding work several times this spring.

Dave Craig is another new face this spring, working on everything including the Case loader, diesel #101 and many passenger car projects.

Harold Ellingson is also new this spring, helping out wherever needed.

Burt Foster has been around at least once a week. He operates the loaders and forklights, and did snow removal this winter.

There are others who volunteer less often, but their help is greatly appreciated.

Wes Barris has worked on passenger car windows and developed the passenger car work record form.

Mark Braun has worked wherever needed.

Gary Heininger is working on the floor of diesel #101.

So come down to Jackson Street on Wednesday or Saturday. Whatever your skills, we'll find plenty for you to do.

Motive Power Review

Diesel #105 is in reasonable operating condition, but has had a few electrical bugs. Crews are replacing the forward transition relay, which allows the engine to "shift gears" electrically and achieve a higher speed with lower engine RPM's. Two power contactors are also being replaced, and the air compressor needs some work.

Diesel #102 is leaking engine coolant badly. There is an evaluation underway to determine if #101 should be substituted for #102 as the second active passenger engine. Although it badly needs a new paint job, #101's prime mover is newer and of a more modern design.

Steamer #328 needs about \$10,000 worth of work. Unfortunately the money to do it is nowhere in sight. A grant application to one of the foundations associated with Andersen Windows was unsuccessful.

Operations: A Spotty Summer Ahead

As this is written in early June, the Osceola move is on hold awaiting the decision by the Wisconsin Central. The delay stems from the WC brass being preoccupied with the Green Bay & Western/Fox River Valley merger. It is doubtful that regular operations could start before fall, and events could push that into next year.

In the meantime, some special operations are possible. Triple combine #1102 was displayed June 27th and 28th at the dedication of the White Bear Lake depot, now in the hands of the White Bear Historical Society.

Another possibility is that perennial special, the Andersen Corp. employee picnic on July 25th. This could be combined with some kind of limited shuttle trips for Lumberjack Days in Stillwater.

As happens every year, various trip sponsors contact MTM looking for cars to rent. These inquiries seem to have a high mortality rate. Nibbles so far have come from the Lake Superior Museum of Transportation, the Defeat of Jesse James celebration in Northfield and the Soo Line Historical Society. Experience from the early 1980's was that everyone wants MTM to supply a train on speculation, but few want to underwrite the operation. Board policy in recent years has been to charter cars for a fixed rate and minimize the financial risk.

Railroad Division Who's Who

Without putting it in organizational chart form, here are the Railroad Division officials for 1992. General Superintendent Nick Modders, Road Foreman of Engines Ray Reardon, Director of Safety and Training Ward Gilkerson, Assistant to the General Superintendent Art Nettis, Trainmaster Mort Jergensen, Mechanical Superintendent and Steam Foreman Steve Sandberg, Diesel Foreman Larry Schulte, Coach Foreman Dick Fish, Store Keeper Richard Kasseth, Communications Equipment Supervisor Hudson Leighton, Motor

Vehicle Maintenance Supervisor **Tony Becker**, Chief Engineer and Signal Engineer **Bill Marshall**, Crew Callers and Schedulers **Mort Jorgensen**, **Burt Foster** and **Marv Mahre**.

STEAMBOAT REPORT

Restoration Update

With winter over, the job of reribbing the hull has resumed. As of this writing (June 10) about 80% of the 69 frames have been replaced.

The new stem for the bow was delivered in early June. All the crucial pieces that make up the hull's foundation, including the stem, keel, deadwood, shaft log and stern post are now ready to be fitted and installed. The plan for this year is ambitious. If the money holds out, the following will be done:

1. Build the bulkheads.
2. Finish the frames.
3. Begin replacing about one-third of the hull planks.
4. Install the engine and boiler.
5. Cut seam wedges in the edges of the hull planks and lay in wedge strips to seal the hull and give it a seamless look.
6. Replace the 5000 temporary bolts and wooden collars with stainless steel capped and counter-sunk machine screws.
7. Once the engine and boiler are in, the decking can begin.

There is pitting on the outside of the boiler that was donated to MTM earlier this year. This has raised doubts as to whether it can be used. Until the matter is resolved, \$500 has been put down on another boiler. A Cleaver-Brooks Scotch Marine horizontal 80 hp fire tube boiler with marine controls, instrumentation and fire eye, it is currently located in Willmar.

75 yards of gravel have been spread in the driveway to fill the mudhole. Bob Bolles provided the bobcat work.

Fundraising Dinner July 28th

A Roaring '20's fundraising dinner for the Minnehaha is being held on Tuesday July 28th at the Lafayette Country Club. The entire ground floor will be used. Tables scattered around the rooms will

display merchandise donated by local merchants and marine artifacts donated by the museum. There will a silent auction 6-7:30 PM. Each item will have a sheet on which anyone can write a bid. There will be a cash bar and games during the auction. Six Northwest Airlines flight attendants will sell raffle tickets. Dinner will be served at 7:30.

At 8:30 **Don Stoltz**, owner & director of the Old Log Theatre, will emcee the Arthur Murray charleston and ragtime dancers. At 9:00, **Dr. Harold Panuska** will auction one week's use of a condo at Montana's Big Sky resort, plus tickets for the Minnehaha's maiden voyage. The trip's destination will be a mansion somewhere on the lake.

1920's dress is optional at the fundraiser, with an award for best costume. A pianist will play ragtime. Tickets are \$30, or \$300 for a table of ten. If you wish to attend, send your check to: **Mr. Harold N. Hansen**, 215 Barry Avenue S. #308, Wayzata MN 55391. To donate cash or an item for the silent auction, call **Everett Miller** at 473-8336 or **Elizabeth Zastrow** at 473-4362.

Steamboat Board of Directors

All new volunteer organizations evolve and the Steamboat Division is no exception. Up to now it has been run on the basis of informal group consensus. Because the whole project is a long, difficult uphill effort, it is not surprising that differences of opinion had emerged about how best to proceed, but there was no effective

way to resolve them. The solution was to create a Board of Directors, appointed by project leader **Leo Meloche**. Besides Meloche, the Board includes **Bob Bolles**, **Jim Ogland**, **Stan Straley**, and **Bob Woodburn**. They meet as needed at the unholy hour of 6:30 AM, which keeps the meetings short. Their first decision was to go forward with the Lafayette Club fundraising dinner.

Showing the Flag

The steamboat traveling booth was set up for the Art on the Lake celebration at Excelsior Commons on June 13, and for the Lake Minnetonka Lake Shore Owners Assn. party at the Old Log Theatre on June 16.

Volunteers (Badly) Needed

Minnegazette readers will recognize this familiar plea. There are never enough volunteers and the boat project is no exception. The work is simple and there's plenty of it. Just call **Leo Meloche** at 470-1770, or show up at the boat building Wednesday evening or Saturday mornings.

Streetcar Display on Hold

MTM approached the Excelsior Planning Commission on May 5th with a proposal to display TCRT streetcar #1809 in front of the boat building. The car would have been housed in an open air (roof only) structure. It would have served as a



The Minnehaha's new boiler arrives at Excelsior. Leo Meloche photo.

visitor center for the boat, and hopefully would have whetted the public appetite for a working trolley line in Excelsior.

The Planning Commission rejected the proposal because of opposition from residents of the apartment building next to the boat building, and because the area is zoned residential. Rather than face possible defeat before the City Council, the proposal has been withdrawn.

At this time the display idea is being for a different location in a commercially zoned area, such as the Excelsior Mill near Water Street.

Car #1809 Restoration Begins

Bob Dumas has begun restoring TCRT #1809, currently located on his property in Long Lake. First he removed all the sheetrock, partitions and other furnishings that had been added over the years the car served as a cabin.

Several windows had been removed and covered over completely. Bob built eight replica replacement windows and repaired about ten others that were deteriorated. For the replacements he used the glass from spare storm windows owned by MTM. They have double-strength glass which is no longer available.

He made and installed copies of the rear folding doors. There was a bubble in the floor where a board had warped. It was repaired with fresh lumber. Three of the exterior steel body panels were removed to treat them for rust. This revealed that the window wells had been filled with sawdust for insulation. It looks like it may be necessary to take off all the body panels to get at the sawdust.

The roof was damaged somewhat when the new gabled roof was built on top of the car. For now the extra roof will stay in place because of the protection it affords.

The car is being restored as a static display only. Although the plans to display it in Excelsior are stalled, hopefully it can be moved there at some time in the future.



Prints of Kurt Carlson's new painting, "Sunday Morning, Lake Minnetonka", are being sold to raise funds for the Minnehaha restoration.

HOW FAST WERE THEY?

-Aaron Isaacs

Remember Don Steffee's annual speed surveys in Trains Magazine? We in the Twin Cities were always pretty smug because of the Zephyrs and Hiawathas that regularly competed for the title of fastest train in the world. They averaged 60 miles per hour to Chicago and on certain segments topped 80 from start to stop. By any measure of service they were auto competitive, enjoying good loads until the end. Their demise was accelerated by heavily subsidized airplanes and automobiles, combined with the loss of mail contracts and the expensive 100-mile day for operating crews.

Now that the economic rules have changed under Amtrak, it is clear that a passenger train offering reasonable speed and comfort can attract the public.

Today's Empire Builder averages 52 mph from the Twin Cities to Chicago and 47 mph to Fargo. It is generally quite full, so it must be travelling at a competitive speed. How fast were the trains of yesterday, and could they compete with the automobile today? That is the focus of this story.

My trusty October 1951 Official Guide offers a good snapshot of postwar passenger service. Determining a competitive speed is a little

slippery, because of such factors as time spent getting to and from the station and waiting for the train. It's safe to say that the greater comfort of the train and not having to stop for meals makes a lower speed acceptable. This is even more true with overnight trains, where running fast and arriving at 4 AM would be no virtue.

Cross country auto speed falls into the 45-60 mph range, depending on road conditions, number of rest breaks and whether or not one abides by the law. For purposes of this article, let's assume that 45 mph hour is the low end of competitive train speed.

When analyzing schedules, I pretty much stuck with the in-state portion of each trip, plus the distance to the first large town in the next state. The portion of the trip between the Minneapolis and St. Paul (which averaged 30 mph) was ignored because it would drag down the overall speed.

The fastest train is no surprise, the Morning and Afternoon Zephyrs from St. Paul to La Crosse averaged 61 mph. The only other 60 mph timings were the Afternoon Hiawatha to La Crosse and the "400" to Eau Claire. Trains above 50 mph included the Olympian and Morning Hiawathas to LaCrosse, the Twin Star Rocket and Zephyr

TABLE I. MINNESOTA PASSENGER TRAIN SPEEDS - 1951

Railroad	Train	From	To	Miles/Stop	Speed
C&NW	401-Twin Cities 400	Eau Claire	St. Paul	85	60
C&NW	405-North Western Ltd.	Eau Claire	St. Paul	28	48
C&NW	501-Viking	Eau Claire	St. Paul	8	34
C&NW	515-Victory	Eau Claire	St. Paul	28	37
C&NW	515-local	Mankato	Brookings, SD	8	27
C&NW	201-Nightingale	St. Paul	Sioux City	35	42
C&NW	203-North American	St. Paul	Sioux City	24	45
C&NW	209-Mondamin	St. Paul	Sioux City	9	26
C&NW	519-Dakota 400	Winona	Brookings, SD	29	45
C&NW	515-local	Winona	Mankato	7	24
C&NW	81-local	Worthington	Sioux Falls	8	32
CB&Q	21-Morning Zephyr	La Crosse	St. Paul	43	61
CB&Q	23-Afternoon Zephyr	La Crosse	St. Paul	43	61
CB&Q	45-local	La Crosse	St. Paul	7	34
CB&Q	47-Black Hawk	La Crosse	St. Paul	43	45
CB&Q	49-Empire Builder	La Crosse	St. Paul	65	54
CB&Q	51-North Coast Ltd.	La Crosse	St. Paul	43	41
CGW	28-Nebraska Ltd.	St. Paul	Mason City	17	43
CGW	24-Mill Cities Ltd.	St. Paul	Oelwein, IA	8	34
CMStP&P	203-local	Austin	Madison, SD	6	28
CMStP&P	121-local	Austin	St. Paul	8	30
CMStP&P	157-local	La Crosse	Austin	6	28
CMStP&P	1-Pioneer Ltd.	La Crosse	St. Paul	43	48
CMStP&P	101-Afternoon Hiawatha	La Crosse	St. Paul	43	60
CMStP&P	15-Olympian Hiawatha	La Crosse	St. Paul	65	59
CMStP&P	17-Columbian	La Crosse	St. Paul	21	43
CMStP&P	5-Morning Hiawatha	La Crosse	St. Paul	22	51
CMStP&P	55 local	La Crosse	St. Paul	9	36
CMStP&P	15-Olympian Hiawatha	Minneapolis	Aberdeen	143	59
CMStP&P	17-Columbian	Minneapolis	Aberdeen	29	45
CMStP&P	5-local	Minneapolis	Aberdeen	7	28
CN/DW&P	19-local	Duluth	Winnipeg	15	26
CRI&P	15-Mid Continent Special	St. Paul	Manly, IA	26	42
CRI&P	17-Short Line Express	St. Paul	Manly, IA	16	26
CRI&P	507-Twin Star Rocket	St. Paul	Manly, IA	26	56
CRI&P	561-Zephyr Rocket	St. Paul	Manly, IA	26	51
DM&IR	1-local	Duluth	Hibbing	4	27
DM&IR	5-local	Duluth	Winton	3	27
DSS&A	8-local	Duluth	Marquette, MI	12	23
GN	135-local	Crookston	Warroad	8	28
GN	35-local	Duluth	Grand Forks	8	31
GN	20-Gopher	Minneapolis	Duluth	38	54
GN	24-Badger	Minneapolis	Duluth	6	42
GN	1-Empire Builder	Minneapolis	Fargo	84	56
GN	11-Red River	Minneapolis	Fargo	30	51
GN	27-Fast Mail	Minneapolis	Fargo	84	52
GN	3-Western Star	Minneapolis	Fargo	28	45
GN	9-Dakotan	Minneapolis	Fargo	7	31
GN	29-local	Minneapolis	Grand Forks	7	29
GN	61-local	Minneapolis	Hutchinson	5	18
GN	305-local	Minneapolis	Milaca	6	17
GN	7-Winnipeg Ltd.	Minneapolis	Winnipeg	15	39
GN	302-local	Pelican Rapids	Fergus Falls	5	19
GN	105-local	Sauk Centre	Bemidji	7	27
GN	185-local	Willmar	Huron, SD	9	29
GN	51-local	Willmar	Sioux City	7	28
M&StL	2-local	Minneapolis	Ft. Dodge	7	29
M&StL	13-local	Minneapolis	Watertown, SD	7	20
NP	55-local	Duluth	Staples	9	35
NP	57-local	Duluth	Staples	6	30
NP	13-local	Fargo	Grand Forks	10	28
NP	29-local	Little Falls	Morris	7	26
NP	1-North Coast Ltd.	Minneapolis	Fargo	24	47
NP	3-Alaskan	Minneapolis	Fargo	11	32
NP	11-local	Minneapolis	Int'l Falls	7	31
NP	62-local	St. Paul	Duluth	7	41
NP	66-Twin Ports Express	St. Paul	Duluth	6	23
NP	111-local	Staples	Breckenridge	6	24
Soo Line	65-local	Duluth	Thief R. Falls	8	31
Soo Line	105-local	Minneapolis	Fairmount, ND	7	29
Soo Line	3-Soo Dominion	Minneapolis	Fairmount, ND	38	40
Soo Line	109-Winnipeg	Minneapolis	Winnipeg	24	38
Soo Line	62-local	St. Paul	Duluth	10	38
Soo Line	7-local	St. Paul	Ladysmith, WI	11	32
Soo Line	2-local	St. Paul	Owen, WI	7	36
Soo Line	6-Laker	St. Paul	Owen, WI	18	37

Rocket to Iowa, the Empire Builder, Fast Mail and Red River to Fargo, the Olympian Hi to Ortonville, the Empire Builder to La Crosse, and the Gopher to Duluth.

At 45-49 mph, the remaining auto-competitive trains were the Pioneer Limited to La Crosse, the North Western Limited to Eau Claire, the North American to Sioux City, the Dakota "400" from Winona to Brookings, SD, the Black Hawk to La Crosse, the Columbian to Ortonville and the North Coast Limited to Fargo.

Everything else was slow. Even in the streamliner era, many of the trains were only "accommodations", living off their mail contracts. Least competitive were the branchline locals, often held down by doodlebugs. Great Northern #305 from Minneapolis to Milaca was the tortoise of all time, averaging 17 mph. The Hutchinson trains made only 18 mph. Others in the under-25 mph category included C&NW #515 from Winona to Mankato, NP #111 from Staples to Breckenridge, DSS&A #8 from Duluth to Marquette, NP #66 from St. Paul to Duluth, M&StL #13 from Minneapolis to Watertown, and GN #302 from Pelican Rapids to Fergus Falls. Mixed trains were not examined.

Certainly the number and frequency of station stops had something to do with train speeds. Today's Empire Builder pauses every 54 miles from La Crosse to Fargo. With such generous running room, one would think the speed would be higher. No train making 45 mph or better averaged less than 22 miles between stops.

Does this mean a true local could not compete? On the face of it, the answer would seem to be yes. One train, however, offers evidence to the contrary. The Great Northern's Badger between the Twin Cities and Duluth was the state's hottest local. Despite a potential stop every six miles, it averaged 42 miles per hour end to end. In the northbound direction, it topped the 45 mph threshold between 13 of its 24 stops, including a 60 mph time for the six miles from the required stop at Brook Park to Hinkley. It made this schedule by hitting 90 mph between stations. It is hard to imagine

TABLE II. FASTEST TO SLOWEST

Railroad	Train	From	To	Miles/ Stop	Speed
CB&Q	21-Morning Zephyr	La Crosse	St. Paul	43	61
CB&Q	23-Afternoon Zephyr	La Crosse	St. Paul	43	61
C&NW	401-Twin Cities 400	Eau Claire	St. Paul	85	60
CMStP&P	101-Afternoon Hiawatha	La Crosse	St. Paul	43	60
CMStP&P	15-Olympian Hiawatha	Minneapolis	Aberdeen	143	59
CMStP&P	15-Olympian Hiawatha	La Crosse	St. Paul	65	59
GN	1-Empire Builder	Minneapolis	Fargo	84	56
CRI&P	507-Twin Star Rocket	St. Paul	Manly,IA	26	56
CB&Q	49-Empire Builder	La Crosse	St. Paul	65	54
GN	20-Gopher	Minneapolis	Duluth	38	54
GN	27-Fast Mail	Minneapolis	Fargo	84	52
GN	11-Red River	Minneapolis	Fargo	30	51
CRI&P	561-Zephyr Rocket	St. Paul	Manly,IA	26	51
CMStP&P	5-Morning Hiawatha	La Crosse	St. Paul	22	51
CMStP&P	1-Pioneer Ltd.	La Crosse	St. Paul	43	48
C&NW	405-North Western Ltd.	Eau Claire	St. Paul	28	48
NP	1-North Coast Ltd.	Minneapolis	Fargo	24	47
CB&Q	47-Black Hawk	La Crosse	St. Paul	43	45
C&NW	519-Dakota 400	Winona	Brookings, SD	29	45
CMStP&P	17-Columbian	Minneapolis	Aberdeen	29	45
GN	3-Western Star	Minneapolis	Fargo	28	45
C&NW	203-North American	St. Paul	Sioux City	24	45
CMStP&P	17-Columbian	La Crosse	St. Paul	21	43
CGW	28-Nebraska Ltd.	St. Paul	Mason City	17	43
C&NW	201-Nightingale	St. Paul	Sioux City	35	42
CRI&P	15-Mid Continent Special	St. Paul	Manly,IA	26	42
GN	24-Badger	Minneapolis	Duluth	6	42
CB&Q	51-North Coast Ltd.	La Crosse	St. Paul	43	41
NP	62-local	St. Paul	Duluth	7	41
Soo Line	3-Soo Dominion	Minneapolis	Fairmount,ND	38	40
GN	7-Winnipeg Ltd.	Minneapolis	Winnipeg	15	39
Soo Line	109-Winnipeg	Minneapolis	Winnipeg	24	38
Soo Line	62-local	St. Paul	Duluth	10	38
C&NW	515-Victory	Eau Claire	St. Paul	28	37
Soo Line	6-Laker	St. Paul	Owen, WI	18	37
CMStP&P	55 local	La Crosse	St. Paul	9	36
Soo Line	2-local	St. Paul	Owen, WI	7	36
NP	55-local	Duluth	Staples	9	35
C&NW	501-Viking	Eau Claire	St. Paul	8	34
CGW	24-Mill Cities Ltd.	St. Paul	Oelwein, IA	8	34
CB&Q	45-local	La Crosse	St. Paul	7	34
NP	3-Alaskan	Minneapolis	Fargo	11	32
Soo Line	7-local	St. Paul	Ladysmith, WI	11	32
C&NW	81-local	Worthington	Sioux Falls	8	32
GN	35-local	Duluth	Grand Forks	8	31
Soo Line	65-local	Duluth	Thief R. Falls	8	31
GN	9-Dakotan	Minneapolis	Fargo	7	31
NP	11-local	Minneapolis	Intn'l Falls	7	31
CMStP&P	121-local	Austin	St. Paul	8	30
NP	57-local	Duluth	Staples	6	30
GN	185-local	Willmar	Huron, SD	9	29
GN	29-local	Minneapolis	Grand Forks	7	29
M&StL	2-local	Minneapolis	Ft. Dodge	7	29
Soo Line	105-local	Minneapolis	Fairmount,ND	7	29
NP	13-local	Fargo	Grand Forks	10	28
GN	135-local	Crookston	Warroad	8	28
CMStP&P	5-local	Minneapolis	Aberdeen	7	28
GN	51-local	Willmar	Sioux City	7	28
CMStP&P	203-local	Austin	Madison, SD	6	28
CMStP&P	157-local	La Crosse	Austin	6	28
C&NW	515-local	Mankato	Brookings, SD	8	27
GN	105-local	Sauk Centre	Bemidji	7	27
DM&IR	1-local	Duluth	Hibbing	4	27
DM&IR	5-local	Duluth	Winton	3	27
CRI&P	17-Short Line Express	St. Paul	Manly,IA	16	26
CN/DW&P	19-local	Duluth	Winnipeg	15	26
C&NW	209-Mondamin	St. Paul	Sioux City	9	26
NP	29-local	Little Falls	Morris	7	26
C&NW	515-local	Winona	Mankato	7	24
NP	111-local	Staples	Breckenridge	6	24
DSS&A	8-local	Duluth	Marquette, MI	12	23
NP	66-Twin Ports Express	St. Paul	Duluth	6	23
M&StL	13-local	Minneapolis	Watertown, SD	7	20
GN	302-local	Pelican Rapids	Fergus Falls	5	19
GN	61-local	Minneapolis	Hutchinson	5	18
GN	305-local	Minneapolis	Milaca	6	17

Amtrak fielding a true local today, but the Badger would be a worthy train to emulate.

Even if the locals were slow overall, how much hustle did it take to reach the speeds they did attain? One yardstick is today's Metra commuter trains in Chicago, with their reputation for not wasting time. For example, an off-peak local on the ex-C&NW Northwest line to Harvard,IL stops every three miles (19 times) in the course of a 63 mile trip for an average speed of 36 mph. The only Minnesota trains with such closely spaced stops ran on the DM&IR and made 27 mph. The hottest Northwest line commuter express makes five stops (13 miles per stop) and pushes the speed up to 41 mph. Pretty good, but not as fast as the Badger, which stopped almost twice as often.

The Badger was a hot rod because the GN clearly cared about speed. Also it performed little head end work at stations and didn't run at night. The Badger's hustle contrasts with the CB&Q La Crosse trains listed in Table 1. The Burlington's track was superb, yet local #45 made only 34 mph. The lordly North Coast Limited loafed along at 41 mph because it was scheduled as an overnight from Chicago.

The slow overnight trip was epitomized by Northern Pacific #66, which stretched its St. Paul-Duluth time to 6 1/2 hours to give the Pullman passengers a reasonable night's sleep. The day local on the same route took only 3 3/4 hours.

The Trains Magazine speed surveys concentrated on sprints between consecutive stations. The Morning Zephyr made the world class speed of 81 mph from North La Crosse to Winona Junction. How did other Minnesota trains do? The other examples of mile-a-minute speeds include:

Twin Star Rocket	
Northfield-Faribault	60
Owatonna-Albert Lea	65
Albert Lea-Manly	60
Afternoon Hiawatha	
Winona-Red Wing	65
Morning Hiawatha	
Winona-Wabasha	62
Morning Zephyr	
Winona Jct.-St. Paul	61

Empire Builder	
Willmar-Breckenridge	61
Twin Cities "400"	
Eau Claire-St. Paul	60
North Coast Limited	
Elk River-St. Cloud	60
Badger	
Coon Creek Jct.-Andover	75
Brook Park-Hinckley	60
Gopher	
Cambridge-Sandstone	60

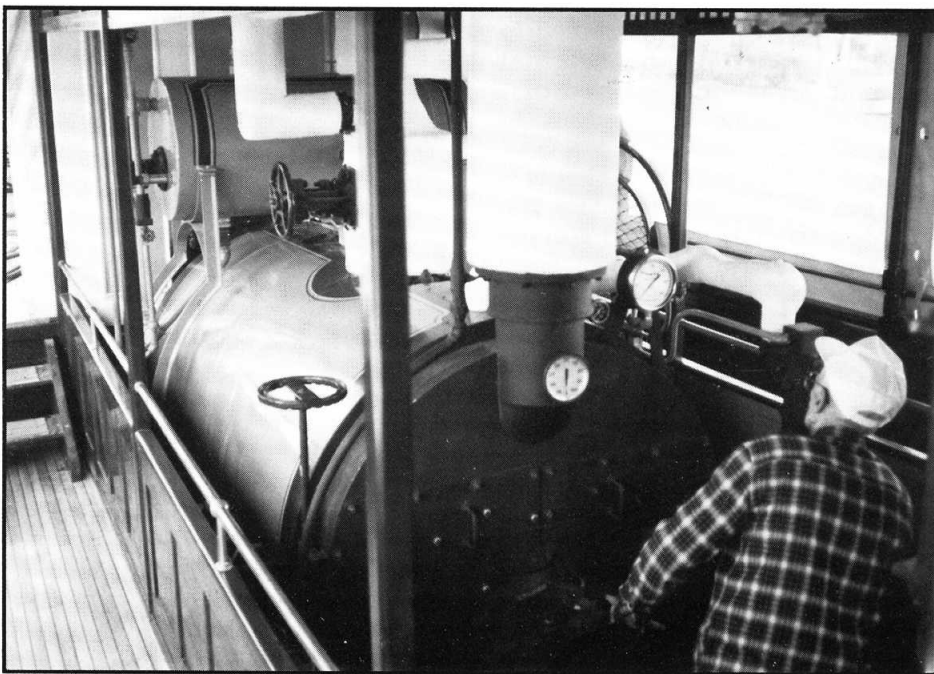
What to conclude then? Of the 75 pairs of trains serving Minnesota in 1951, only 22 (29%) could be considered competitive with automobile speed. Let's speculate on which might have survived under today's conditions. Of these, eight ran on rails that have either been broken (the GN via Alexandria) or had seen their trackage downgraded (all the C&NW routes and the Milwaukee Road to Aberdeen, SD). Even with these exceptions, 14 train pairs would still remain, radiating from the Twin Cities to Chicago, Fargo and Duluth. And who would complain about that?

STEAM LIVES - ON LAKE GENEVA

The similarities between Wisconsin's Lake Geneva and Lake Minnetonka are many. Both are large- Geneva is eight miles long, Minnetonka ten mile long. Both had an illustrious history as Victorian era resorts. Size and tourists meant steamboats, and both lakes had plenty. When the reborn Minnehaha makes its maiden voyage, each lake will host a restored steamboat.

The Louise was built by Racine Boat Works of Racine, WI in 1900. At 75 feet, it is slightly longer than the Minnehaha. Both boats were powered by triple expansion steam engines. There the similarities end. Unlike the Minnehaha, the Louise was privately owned, one of some 50 steam yachts on Geneva prior to World War I. It is steel framed and hulled, and has been in continuous service.

At some point in its career the steam engine was replaced with a more compact gas engine, which



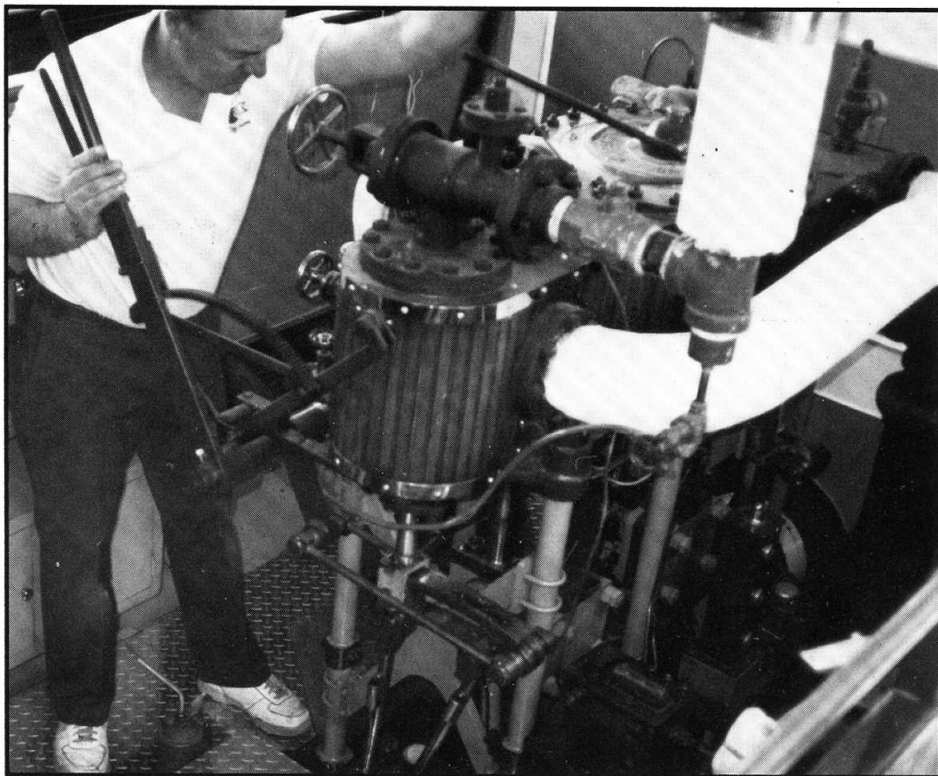
The Louise's boiler, with Don Frankie watching the gauges. Leo Meloche photo

greatly increased the amount of useable space on the main deck. At the same time the upper deck was removed. Even so, its basic configuration remained intact.

Bill Gage of Gage Marine Corp. restored the boat during 1975-78. He installed a 120 hp compound expansion steam engine built in 1926 by the English firm of Plenty and Sons, Ltd.

A venerable firm, it was founded in 1790 and is still in business today making rotary pumps. The engine originally powered a 52-foot British Navy harbor service launch. It was mated with a new boiler.

Restoring the hull was a major project. All of the steel exterior plates and 25% of the frames were replaced. Much of the wooden



John Shillham with the Louise's engine. Leo Meloche photo.

superstructure had succumbed to rot, and most of the original ornamental woodwork had disappeared over the years and had to be replicated.

Remarkably, the Louise is not a sole survivor. Four other Racine yachts of similar size and vintage remain on Lake Geneva. They include the Hathor (1891), the Polaris (1898), the Passaic (1899) and the Marietta (1903). All are now gasoline powered. The Passaic and Polaris have been largely restored. All have steel hulls, which may account for their longevity.

Also on the lake are a 1912 steel yacht, the Ada E and the 1913 wooden hulled Normandie. Both were built by Charles L. Seabury & Company and are gasoline powered.

On April 24, 1992 Leo Meloche, Don Frankie, Stan Straley and Bill MacCullum made a pilgrimage to this marine mecca. After two years of working from pictures, blueprints and dreams, it was a powerful experience to see the real thing under steam. The people from Gage Marine were extremely generous with their time, and a great deal was learned about all aspects of steamboat restoration and operations.

Drawing of the Louise, from the booklet by Gage Marine Corp. Leo Meloche collection.

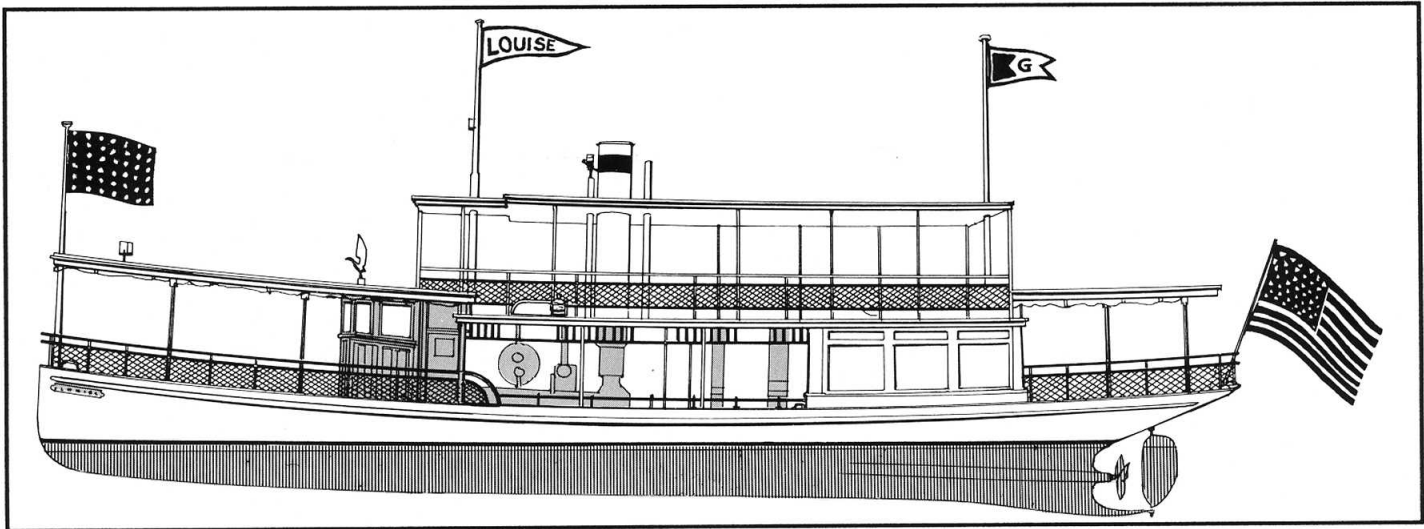


The steamboat Louise on Lake Geneva Spring 1992. Leo Meloche photo.

Louise Specifications

Built: 1900 for Mr. John J. Mitchell
Builder: Racine Boat Works
Racine, Wisconsin
Material: Riveted Steel
75' Overall Length
15' Beam
4' Draft
32" Diameter
26" Pitch
32" x 26" Propeller Size

Original Machinery: Triple Expansion Racine Boat Works steam engine with hard coal fired Scotch marine boiler.
Restored: 1975-78 by Gage Marine Corp.
Current Machinery: Compound expansion steam engine built 1926 by James B. Plenty & Son.
Engine Specifications: 8" Diameter High Pressure Cylinder
16" Diameter Low Pressure Cylinder
8" Stroke
Boiler: Oil Fired Johnston Bros. Scotch Marine





Special trains are as old as railroading. Everyone thinks they're a wonderful idea, so they thrive to this day. Freight or passenger, they are tailored to fit the occasion, and of course photos must be taken. Top- American Crystal Sugar decided that a trainload of dried beet pulp deserved a big sign and a visit from the brass. This is somewhere in the Red River valley, about 1960. Bottom- Jobbers from Duluth rode the Duluth & Iron Range to Ely, where they posed in white caps and waved pennants. Both Minnesota Historical Society collection.





This is an Interurban car turning from northbound Robert Street to westbound 9th Street after completing its loop through downtown St. Paul. The track was built in 1927. Minnesota Historical Society collection.
Minutes after leaving the Milwaukee Depot in Minneapolis, Soo Line Pacific #2711 hustles the Winnipegger through South Minneapolis yards on its way to St. Paul. John Malven photo. Ray Norton collection.





Above - University Avenue used to cross the Minnesota Transfer on a bridge, rather than the present underpass east of Cleveland Ave. This photo, looking SW toward the Waldorf paper mill, was taken in 1935. Minnesota Highway Dept. photo. Ray Norton collection.

Below - On April 26, 1948 a Selby-Lake car has derailed while climbing toward the tunnel and the shop crew is analyzing the situation. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.



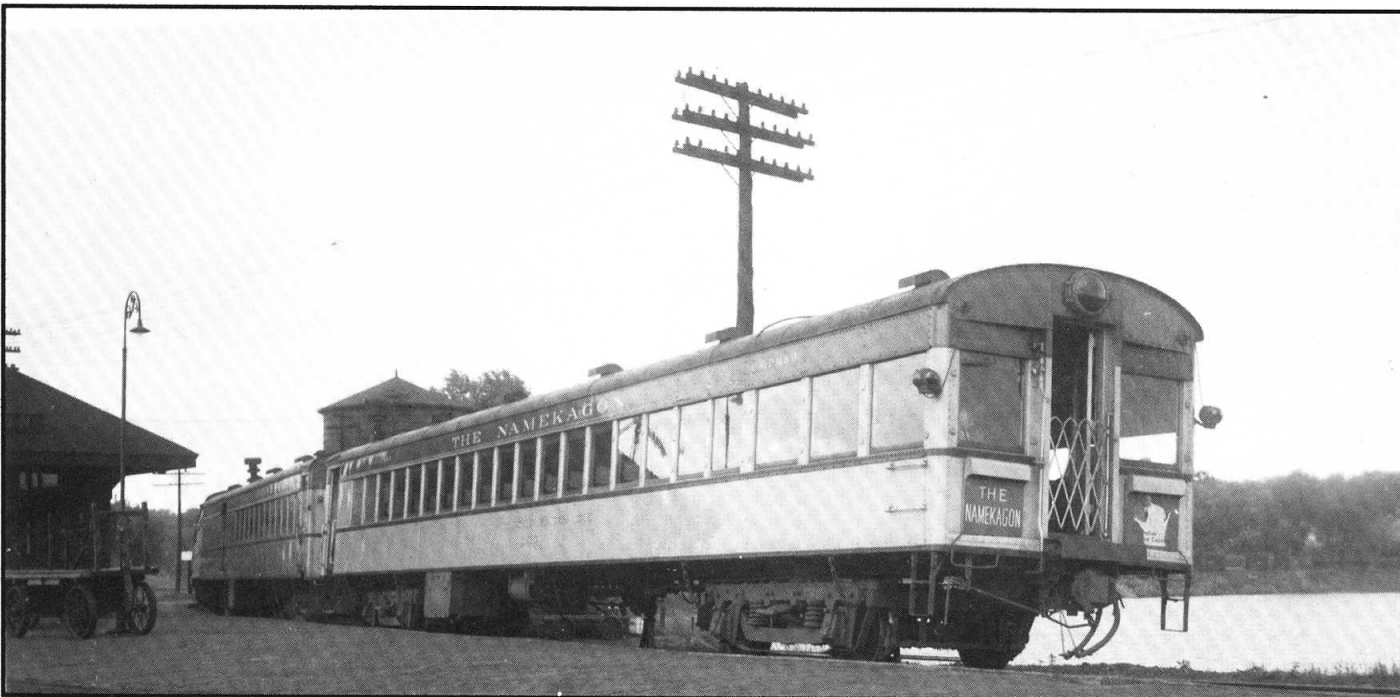




Opposite page top - The U of M and Dinkytown grow quieter in the summertime. On July 2, 1946 two Como cars pass local landmarks such as the Varsity Theatre and Gray's Drugs at 4th Street and 14th Avenue SE. Minneapolis Star-Journal photo, Minnesota Historical Society collection.

Opposite page bottom - This is the Minneapolis end of the Interurban line at 5th Street and 5th Avenue N. in October 1950. The standard car is waiting to back into the wye. The Honeywell building is the original Ford plant, replaced by the current one in Highland Park. It remains in use today as an office building. The 5th Street bridge came down in 1991 and is being rebuilt at this time. Norton & Peel photo, Minnesota Historical Society collection.

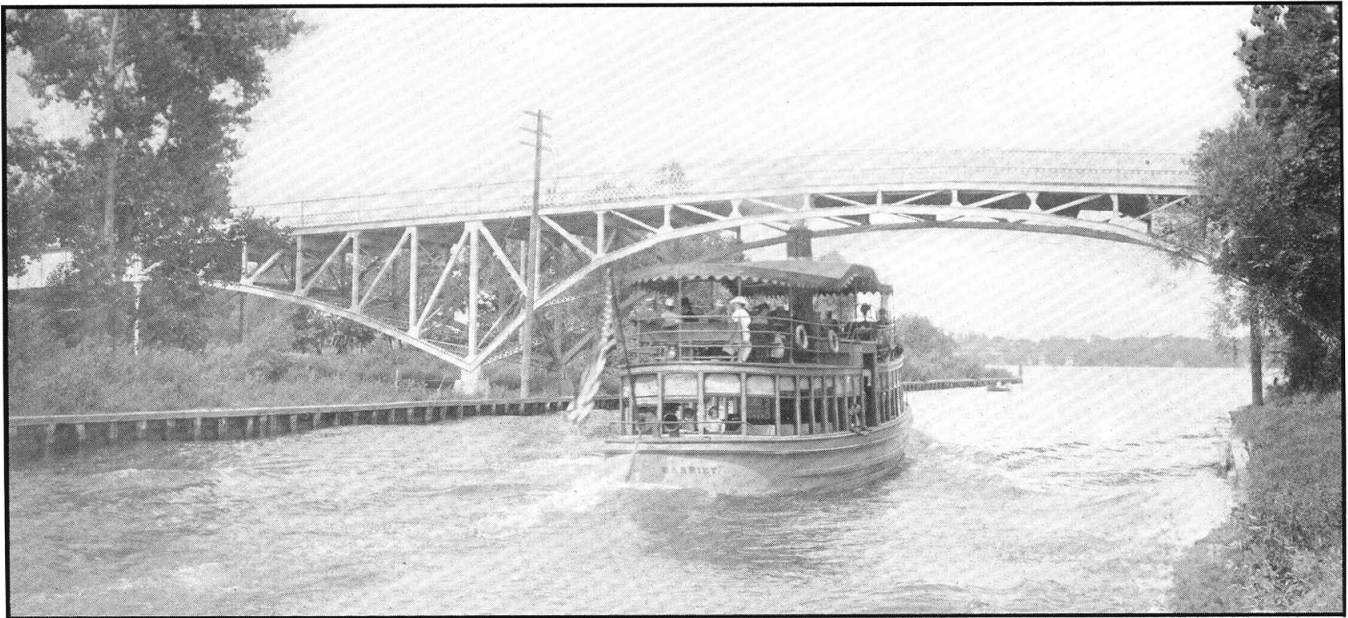
The C&NW's motor train Namakegon is shown at its southern terminus at Hudson, WI in May 1949. Bill Olsen collection.

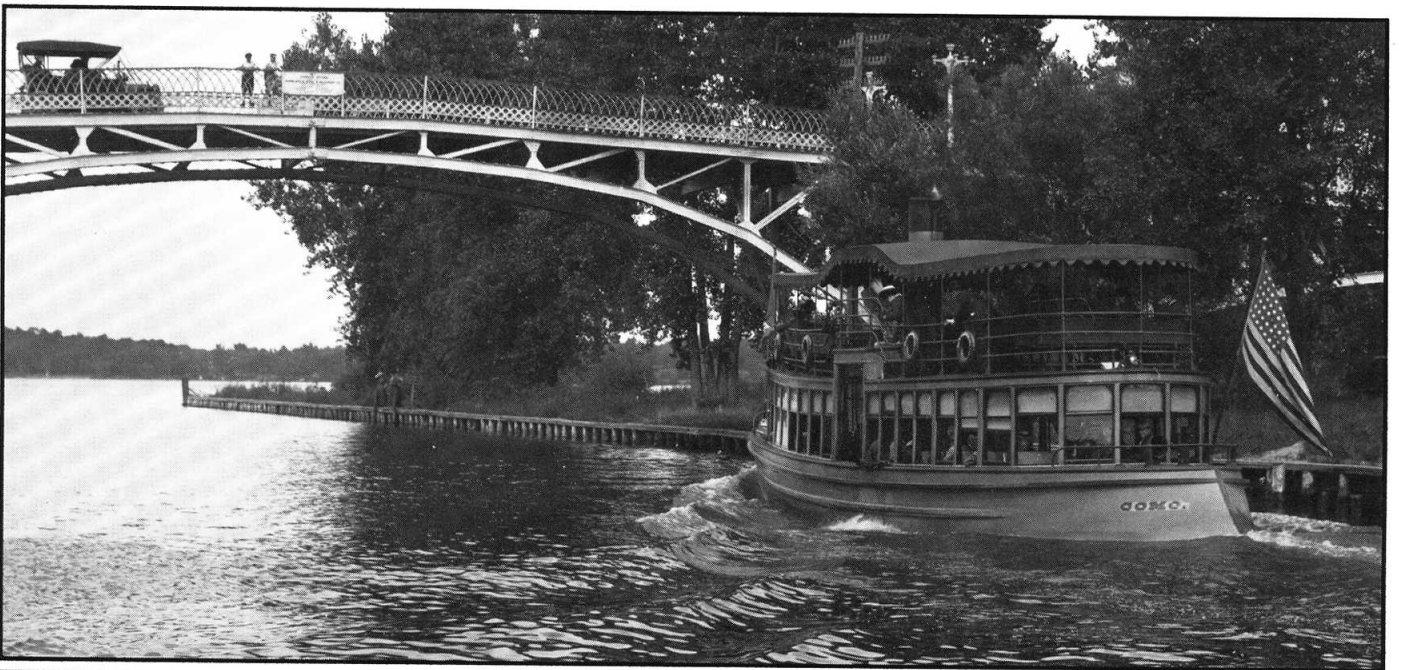
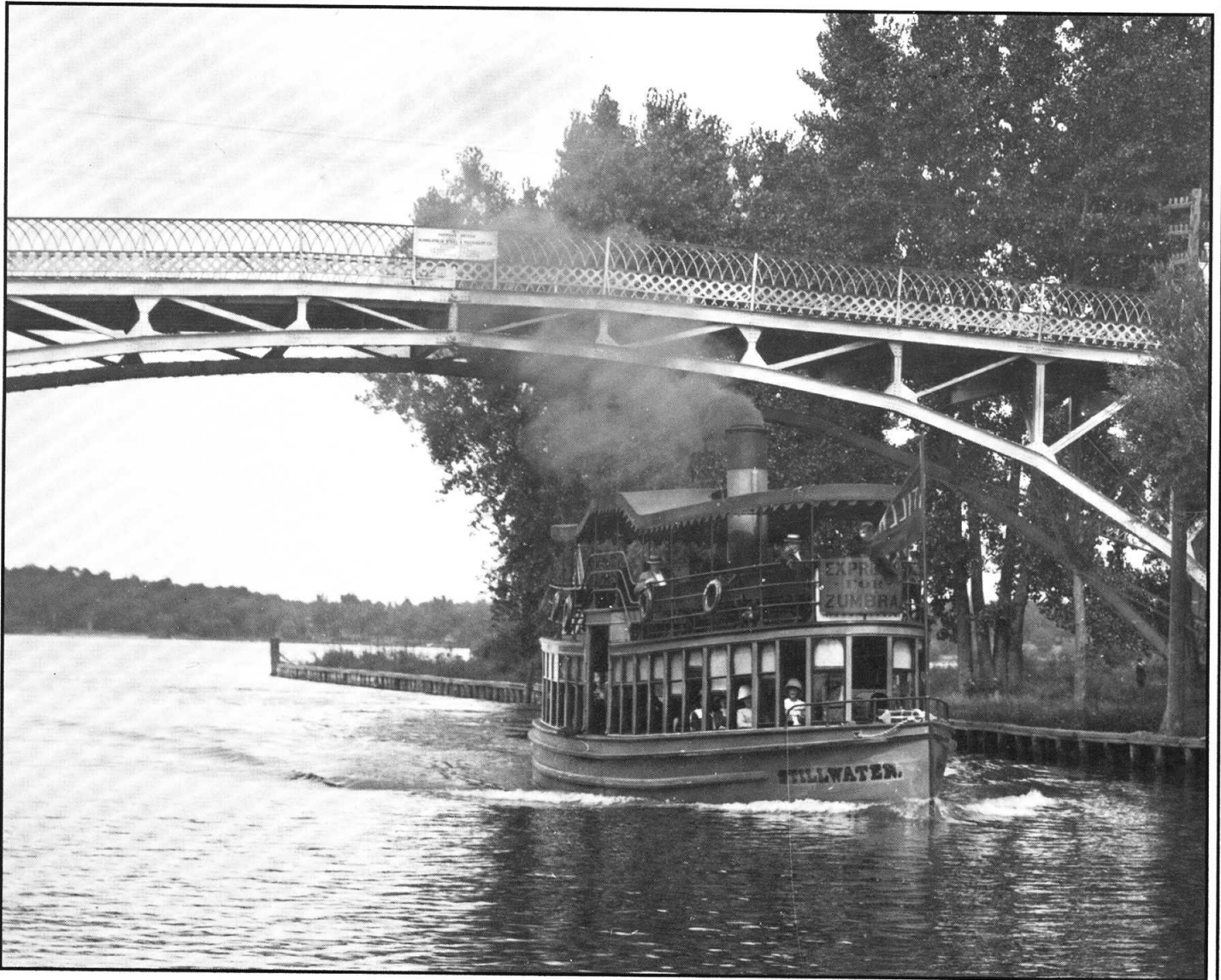


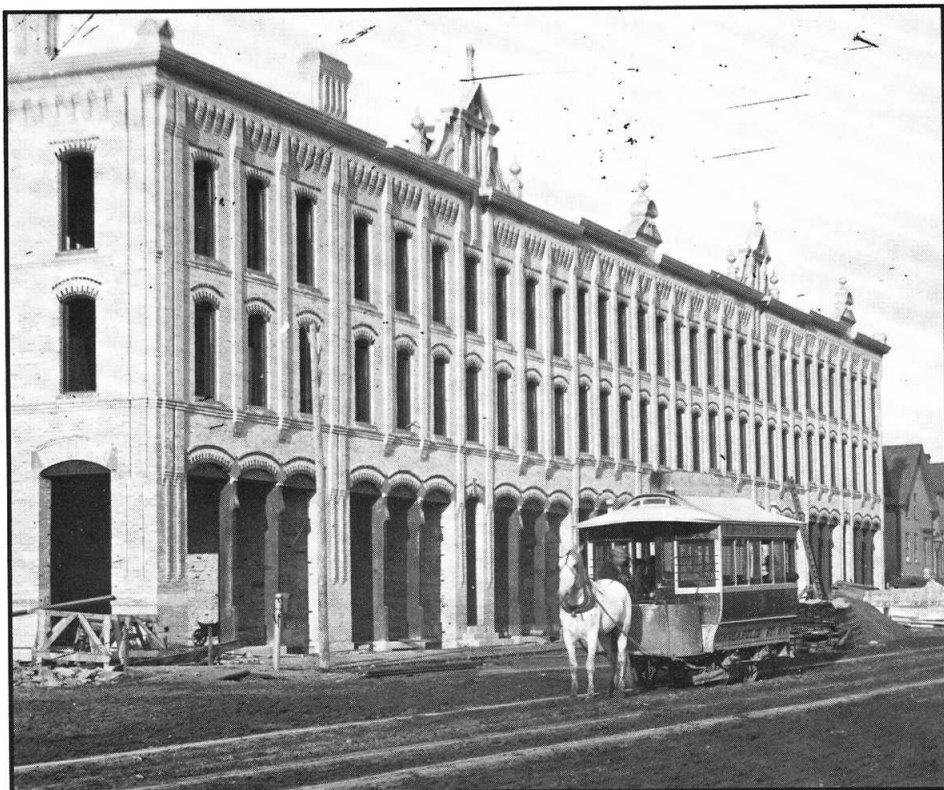


THE NARROWS

The upper and lower portions of Lake Minnetonka are connected by the Narrows, a natural channel that was widened and dredged to permit the passage of large boats. In this excellent 1912 glass plate series by commercial photographer Hibbard, four of the express boats steam past. All Minnesota Historical Society collection.







Early street railways owed much of their success to mud. Other vehicles couldn't travel the city's unpaved streets nearly so quickly and easily. This 1876 view of the Minneapolis Street Ry. shows Washington Ave. Minnesota Historical Society collection.

OBSCURE DEPOTS ON PARADE-Until September 1925, the Burlington ran a commuter service, referred to as the "Burlington Motor", from St. Paul to Pullman Ave. station at the south edge of St. Paul Park. For those into urban trivia, St. Paul Park's streets share the same names and sequence as the Cathedral Hill neighborhood in St. Paul, from Marshall through Summit. Helmut Kroening photo, Minnesota Historical Society collection.



The Minnesota Transfer actually ran passenger trains around the turn of the century from the New Brighton stockyards to its Midway yard. Norm Podas collection.

Chinese red diesels of the Burlington drift downgrade under Westminster Junction in St. Paul about 1970. They trail an ancient wood caboose. This line is now single track to maximize clearances. Joe Elliott photo.

Minnesota Transfer Railway Company

Employees' Time Table No. 1.

IN EFFECT AUGUST 15th, 1898, AT 7 O'CLOCK A. M.

SOUTH-BOUND.				NORTH-BOUND.				
8	6	4	2	STATIONS.	1	3	5	7
P.M	P.M	A.M	A.M	 Belt Line Junction.....	A.M	A.M	P.M	P.M
5.00	2.00	11.00	8.15	 Twin City Stock Yards.....	9.00	11.45	2.45	5.45
				 (New Brighton)				
5.04	2.04	11.04	8.19	 Bulwer Junction.....	8.56	11.41	2.41	5.41
5.09	2.09	11.09	8.24	 St. P. & D. Crossing.....	8.51	11.36	2.36	5.36
5.14	2.14	11.14	8.29	 Como Avenue.....	8.46	11.31	2.31	5.31
				 (Park Junction).....				
5.17		11.17		 St. Anthony Park.....	11.28		5.28	
				 (G. N. R'y Depot.)				
5.20		11.20		 Minnesota Transfer.....	11.25		5.25	
P.M	P.M	A.M	A.M	 (Prior Avenue)	A.M	A.M	P.M	P.M

ALL TRAINS DAILY EXCEPT SUNDAY.

SPECIAL RULES.

1. Trains moving South have absolute rights to the road over trains of the same or inferior class moving North.
2. All trains must run very carefully between Park Junction connection and St. Anthony Park, expecting to find trains switching on this track.

ROBT. DUDGEON,
Superintendent.





John Malven took some fine rail photos around the Twin Cities in the '40's and '50's. Above - The "400" departs Minneapolis behind a brace of E-6's. Below - The Soo Line's Duluth train has just left St. Paul and prepares to enter home rails at Trout Brook Jct. Both Ray Norton collection.



JACKSON STREET CLOSEUP

Photos of the Jackson Street Roundhouse in service are rare. Top - Looking northeast across the turntable pit. Bottom - Looking northwest toward the Jackson Street bridge. The portion of building at left has been removed. Great Northern photos, Minnesota Historical Society collection.

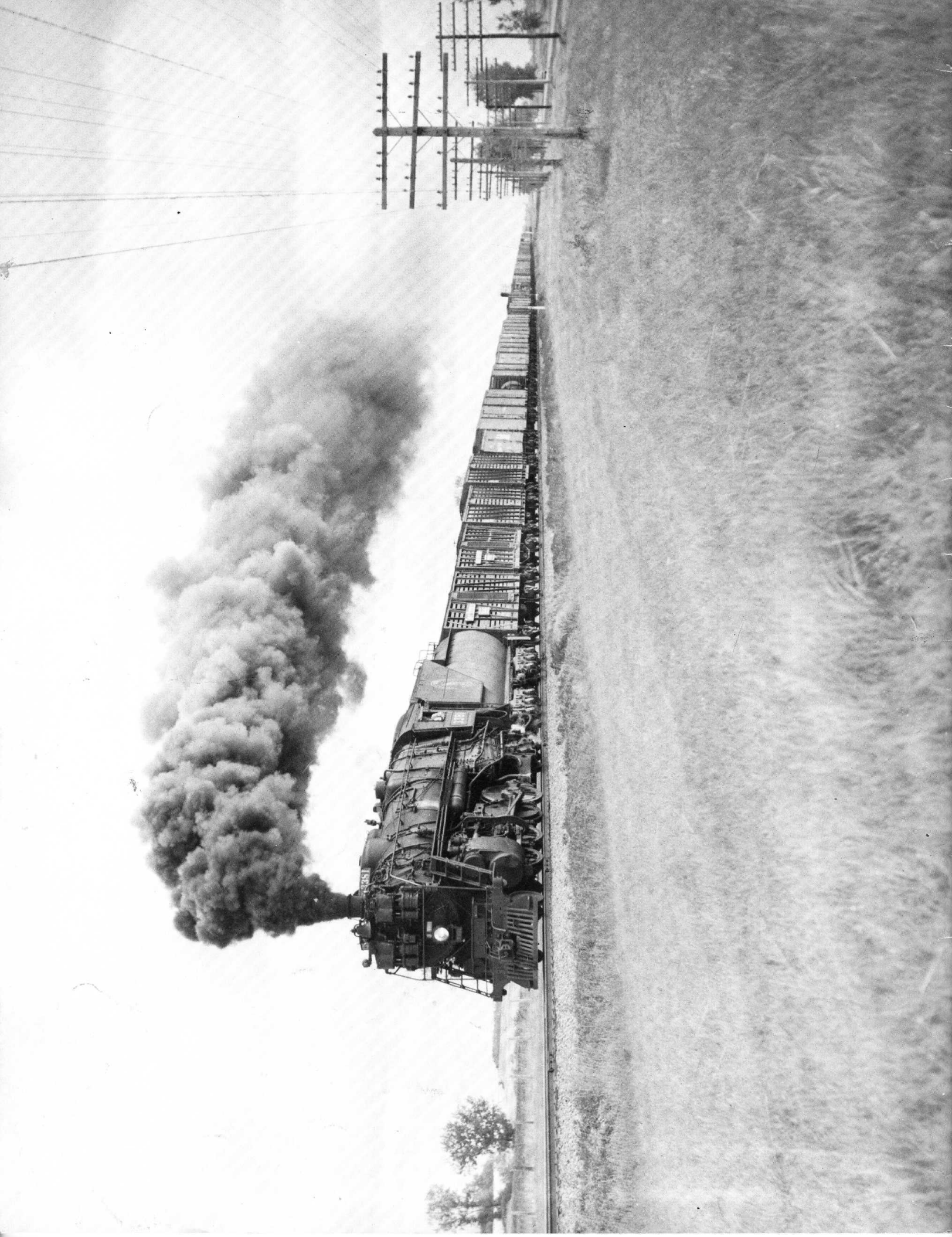




This is the Great Northern's main line from atop the Rice Street overpass in St. Paul, October 14, 1949. Top - At right is the Jackson Street carshop complex. The switcher at left is dragging a transfer freight up the grade. The one at right is switching the Mississippi Street coach yard. MTM's roundhouse is beyond the water tower and the Jackson Street bridge. Bottom- The only four track mainline in Minnesota. The right-hand pair is for passengers, and are visibly higher and better maintained. The Great Northern's complex of yards and shops stretched almost unbroken for ten miles between the two downtowns. Norton & Peel photos, Minnesota Historical Society collection.

Rear cover- Out by Willmar the land is flat and the Great Northern main line is straight. What better place for a classic wedge shot of steam going out in style. The date is Sept. 24, 1955. Wayne Olsen photo, Dick Stoner collection.







MINNESOTA STREETCAR MUSEUM

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www.TrolleyRide.org

August 2021

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